

THE SAILOR'S MAGAZINE AND SEAMEN'S FRIEND



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CRUELTY ON BOARD SHIP—SUFFERING ON WESTERN WATERS.

Our readers will recall repeated intimation in the pages of the MAGAZINE during the year just closed, of a purpose on our part, to speak at needful length upon the subject of cruelty to seamen on ship-board, practiced by their officers. This intention has in no sense been lost sight of, but we have been quite willing to permit the accumulation of recent facts, proven and alleged, to go forward, that we might speak with appropriate emphasis. The subject comes more and more to the front, as is plain from the journals of the day, especially from those publications most concerned with matters pertaining to sailors;—as appears from the following extract from the *N. Y. Maritime Register*, of December 6th.

"We have been in the receipt of several letters asking us if our strictures in regard to brutal treatment of sailors on merchant vessels were not too severe. We most unqualifiedly answer, No. In speaking of the atrocities committed on board the ship *Gatherer* we mentioned the fact that the skipper of an English fishing smack was hanged some months ago for the murder of a cabin boy. And now

another case of a similar character has happened in England. A brute named Wheatfield, mate of a fishing smack, pursued a systematic course of abuse toward the cook of the smack. This treatment finally ended with the death of the unhappy wretch by either jumping overboard or being thrown overboard by the mate. The latter tried to hush up the matter, but his miserable companions who would not interfere with his brutal practices were

at least men enough to expose the scoundrel. The mate was tried at the York Assizes, found guilty of murder and has been sentenced to be hanged. He has well deserved such a fate. But unfortunately there are others like him in the merchant services of both the United States and England, and the only way to strike terror to their hearts is to let them know of such

punishment as the above. Men guilty of ruffianism and such fiendish cruelty to their subordinates as has been reported lately are generally cowards and are afraid to die. No man who believes that his crew can 'get square' with him will treat them brutally. Let it be the rule then, strictly enforced, that brutal treatment by officers shall be severely punished."

The annual report of the Supervising Surgeon-General of the U. S. Marine Hospital Service, just submitted to Congress, contains a paper by U. S. Surgeon WALTER WYMAN, entitled "Hygiene of Steamboats on Western Rivers." If this paper be not buried in the oblivion which is often the fate of governmental documents, it must excite in the public mind, as it has in our own, surprise, not to say wonder, and a sense of horror. We rejoice that in our day the public mind has been so educated to an apprehension of the value of human life, that not a few of our readers will be stirred by the extracts which we print from this paper, to seek the doing away of these monstrous wrongs. In this hope, we bring them to their notice. The paper is long and thorough, and we have space for but a portion of it. After noticing the complaints against the deck crews of these boats for desertion, the author makes and sustains the declaration that the fault in this is with the boat, which for mercenary reasons has avoided a contract or shipping articles, and is thereby guilty of direct violation of law,—the impelling motive for desertion on the part of the crews being a desire to escape the harsh treatment to which they are subjected. Facts, in this connection as presented by Surgeon WYMAN, are of the most astonishing and fearful nature.

"Life," he says, "on deck of a western steamboat is the roughest life there is. The hardships of the oystermen, proverbial on the coast, do not compare with it. The men who engage in this work are all young, for it rarely permits the attainment of middle age, and never an age beyond the prime. They come from the farms and small towns adjoining the river and from the plantations of the South, stout, lusty fellows of eighteen or twenty, and after an aver-

age existence of not more than ten years, are either seen no more or have become worthless wrecks of their former selves. Said Mr. W. B., mate of the *Gen. S.*, 'I see men on the wharf-boats and around town at every port along the river who used to be rousters, and are now broken down and played out.' Their harsh treatment by the mates has been a matter of frequent comment, but because the mates themselves are more humane than formerly, and because

the men, ignorant as they are, have learned their rights, and do not fail to seek redress in courts of admiralty, this evil has in some measure abated. But their usage is still too harsh and rough, and the average mate to-day would stare with surprise if his right were questioned to use personal violence in the enforcement of his commands.

"The writer was greatly interested in a conversation with Mr. D. C., mate of the steamer —, who bitterly denounced a certain commissioner for citing him before the court because he had 'only' knocked senseless with a stanchion a deck hand guilty of sullen mien and tardy movement. 'Well, Mr. C.,' I inquired, 'do you think you had a *right* to knock the nigger senseless,' using his words. 'Of course I had,' was the emphatic answer; 'how else could I retain my authority!'

"Also, in conversation with Mr. S. E. A., a steamboat mate for more than thirty years, he said:— 'Of course, we have to knock one of them down once in a while, or they'd think you were afraid of them; and when they think that, you might just as well get off the boat.' To avoid the penalty to which such action of a licensed officer may render him liable, the mates have shrewdly devised the plan of deputizing their violence to one of their deck-hands, who has been elevated with some slight authority in stowing freight, and to whom a nod and a significant glance towards the offending party is sufficient, and who is not amenable to the law which provides punishment for *officers* who maliciously and without justifiable cause beat one of the crew.

"Some of the mates, however, are unable to restrain themselves,

as may be illustrated by the following extract from the *Cincinnati Commercial* of Nov. 19th, 1881:—

"Last May, Gabe Morgan, a negro roustabout, was shot by _____, mate of the —, at the Louisville wharf. The wounded man was taken to the Marine Hospital, and there died. * * * At the time of the murder Morgan was shovelling coal, while _____ stood by swearing at the men. The mate ordered the negro to pick up a coal-box, but the laborer was slow about obeying. As he arose from picking up the box, the mate drew a pistol and shot him. After the shot the mate seemed to be in a frenzy, and, flourishing the pistol over his head, exclaimed, 'I'm a wild Irishman, and I'll shoot some more of the _____ niggers.' He then tried to fire again, but was stopped. The police soon heard of the murder, and went on board to arrest the perpetrator, but Captain _____ refused to let them search for him, and rang the bell for the boat to start, compelling the officers to jump over the rail to get ashore."

"The man died. The mate was subsequently arrested, sentenced to seven years in the penitentiary, but was pardoned by the governor of Kentucky. The following paragraph, taken from the personal column of the *Marine Journal*, of recent date, completes the story:—

"M. J., mate of the — at the time he shot and killed Gabe Morgan at Louisville, on that boat, and who was sentenced to the penitentiary for the act, but shortly afterward pardoned, is now mating on the *Cincinnati and Pittsburgh Packet G. E.*'

"Comment is unnecessary.

"But violent deaths are not the only ones of which they stand in danger. Neglect when sick may be added to the list of causes.

"In August, 1880, Benjamin Warfield, a colored deck-hand, was brought from the steamer —, No. —, to the marine ward of the Good Samaritan Hospital, in the last stage of cholera morbus—the stage of collapse—and died within

two hours. For five days he had been sick on the boat without medical attendance. No disease is more amenable to treatment than is his; but not one thing was done for the relief of this man. Had it been the captain or other officer, a passenger, or any one whose friends might create trouble, a landing would have been made, and a physician summoned. But no; this would cause a doctor's bill; and by waiting until they reach the port of Cincinnati, where a regular stop must be made, he may be gotten to the marine hospital at no expense whatever. The steamer —, No. —, is responsible for the death of Benjamin Warfield.

"Every now and then one may read in the river columns such squibs as this, taken from the *Cincinnati Commercial* of April 21st.

"While the *R. L. J.* was lying at Hanging Rock last Friday night, Green Osborne, a colored deck-hand, fell overboard and was drowned. Another colored deck-hand, whose name we did not learn, fell overboard, and was also drowned, just after the *J.* left the Rock."

"This is the last of them. No inquest, no investigation—usually no announcement at all. This squib is a long obituary for them.

"Probably drunk," the mate might say in explanation of such an incident. More probably over-worked, stupefied by want of sleep and needless exposure, the argument will show further on. But happening to make inquiries concerning this chance case, the writer was able to gather from three eye-witnesses the following account, which so fitly illustrates the terrorism wielded by some mates, and their reckless disregard of human life, that he is justified in giving it in full:—

"In the first place, doctor," said one of the eye-witnesses, "that's a mighty

rough mate on that boat, that O. B. I've seen him take a club and coal, and knock men down often. They won't employ him in the Anchor Line at St. Louis, because he's known there, and they can't get a crew to go with him. He can't ship any men except some strange fellows just out of the country that don't know anything about steamboatmen. No, sir; he don't hire me. I'm a fireman; the engineer employs me. I've seen him many a time run the men with heavy loads on their shoulders, striking them on their backs as they run. You know it's a mighty mean man that'll do that. Yes, on this trip, too. This boat generally carries two mates; but since A. B. has come on her they've only had one, 'cause he can get as much work out of the men as two ordinary mates. Well, these men that were drowned were both of them young fellows; neither of them more than nineteen or twenty; and it was their first trip. One of them, Green Osborne, lives in Glasgow, Missouri, and the other belongs to Hannibal. His father's name is Isaac Woodson, and he's secretary of the Mason's colored lodge there. They'd been on the boat about ten or eleven days.

"Well, the first man was drowned, about dusk, at Hanging Rock. We laid there about two or three hours, taking on fifty tons of pig-iron.

"Understand, the boat didn't lay up close against the bank, but there was a coal-barge between her and the shore, and between the barge and the boat they had out two planks; the planks were a foot and a half wide, and about three feet apart. The men went in with the iron-ore on the forward plank and came back on the aft one. But you know the deck of the boat was higher than the barge, and then, on account of the coal-barge being unsteady in the water, (they are always unsteady,) it kept the planks twisting out of place, and there wasn't any one there to keep them straight. The mate kept running the men all the time and made them pick up their own bars of iron. Generally there is a man to shoulder, and it's customary for a man when he's loaded, to walk, but this mate made them run. Well, what with the hurrying and running, and being scared of the mate, and the plank being twisted out of place, this man missed the plank, and fell in between the coal-barge and the boat, just back of the aft plank.

"There was lots of men around, but it looked like they were scared to do anything without orders from the mate—afraid he'd get after them if they stopped

their work. Nobody tried to get him. The mate walked up and looked over the guard and said, 'Well, pick up your iron and get out of the way; the man's drowned now; needn't be standing around.'"

" Said another of the three eye-witnesses:—

" "The other man was drowned off a barge, about eight o'clock. The *J.* was towing the barge up-stream, and the men were taking in coal from her while under way. It was a pitch-dark night, and when they first started to coaling, they had a pine torch lit; but the pilot ordered it to be put out, and then they only had two common hand-lanterns—one at the forward end of the boat, near the gang-plank, and the other at the head of the barge, in front of the foremost coal-pile. The light didn't reach to the outer side of the barge nor to the back of the coal-pile, where the men had to go around. There were two men to a box. Woodson was in the first gang, and I was in the second gang,

just behind him. The mate caught hold of him and told him 'Hurry along, — you,' and so he was hurrying along where he couldn't see, and went too far, and just walked off the side of the barge.

" "No, sir; neither of these men had been drinking anything. The boat slowed up a little and stopped her headway, but didn't back, and nothing was thrown overboard."

" This terrorism inspired by the mates is no fiction of the mind, but a reality; nor are other instances wanting, though their narration must be omitted from a fear of proving tedious. The mates have had it all their own way, unhindered by restrictions from the owners or by public opinion. Hundreds of men have noticed and commented on these abuses, but it seems to have been no one's business to call attention to them in any formal or persistent manner."

The rest of Surgeon WYMAN's paper is largely taken up with statements as to the quarters provided on these boats for their deck crews, and the record stirs the blood to a degree that uninformed readers cannot conceive. The arraignment reminds one of the celebrated chapter on "Snakes in Ireland," which was wholly written in the words "There are no snakes in Ireland,"—for on these boats, with the rarest exceptions, there are absolutely no quarters for these men. But here we can cite only a single paragraph, as follows:—

" "The one evil which the writer would make more prominent than all the rest, the one for whose correction there is most urgent demand, and which is a proper subject for emphatic protest by the physician, is exposure. True, in the summer-time its dangers are but slight, but in winter it cries aloud for reform. This is no idle sentiment. It is written with the images of suffering black men be-

fore the writer's eyes, men whom he has seen actually crawling into his office on hands and knees, tears of pain rolling from their eyes, and groans escaping from their lips; of men lying in bed burning with fever, racked with a tight and painful cough; of men with glassy eyes and flickering pulse, whose untimely fate he knows is due to causes which might have been prevented."

A COMPLAINT AGAINST AMERICAN PORTS.

The following article from the *N. Y. Maritime Register*, of Dec. 6th, 1882, brings into clear light some of the misdeeds of the crimp class,—sailor landlords, shipping masters, *et al.*, in United States ports.

We reprint it for the impression it will make upon our readers of their real character, and the information it will convey as to a part of the work steadily wrought by these natural enemies of the sailor.

"British ship-owners and ship-masters are complaining of the many disadvantages under which they labor in American ports. Many of these complaints can be dismissed as unworthy of notice. The disadvantages are no greater—in some cases not as great—as are to be found in British ports. The carrying trade will be indeed fortunate when vessels can leave and enter ports without trouble and expense, but that time will come with the millennium and until then we must be content with a reduction of the annoyances. In the list of complaints, however, there is one based upon substantial causes and while there is no sound reason for its existence, it could be swept away were vigorous methods enforced. The complaint holds good against most of our principal ports. New York has been the chief sinner, San Francisco has attained to an unenviable notoriety in this field and now Galveston is fast pushing its way into a conspicuous position with regard to it. The complaint relates to the desertion of the crews of British vessels in American ports. Our columns will bear witness to the evils caused by these desertions in this port. A lot of rascals have found profit in making trouble between the sailor and his employer, for they not only fatten upon the business of securing desertions, but they have successfully carried on a system of blackmail against the officers of our own vessels.

"It is only a short time ago that the chief complaint as to desertions

was made against San Francisco. The facts to substantiate this complaint were many and aggravating. It is notorious that the owner of the sailor in San Francisco—the sailors' boarding-house keeper—carries matters with a high hand and has no scruples in his methods of making both ship-owner and sailor submit to his terms. His power is made evident by the fact that he has often detained vessels, which are ready for sea, until it suited his convenience to give them crews. The last complaints, however, that we have heard are made against Galveston. It is pointed out in them that steamers must finish their loading at Galveston in the open bay. There is no great objection made to this, but ship-masters declare that they lose a greater part of their crews at Galveston and then have to pay heavy prices for new men. This price is stated at £10 to £12 per man, and it is complained that no man can be obtained except through a boarding-house keeper. In fact the boarding house man has come to the front at Galveston as he has at others of our ports and now virtually controls the sailors there. He stands between the ship-owner and the sailor, taking toll from both for services wholly unnecessary, benefiting no one but himself and working harm for the port which is so unfortunate as to have him as a resident. He is an unmitigated nuisance and should be suppressed. The sailor is credited with receiving high wages, but the actual amount which inures to his credit is but a fraction of the whole. The crimp gets most

of this and the amount thus filched is paid by the ship-owner. This system has grown to extensive proportions in our ports and it becomes in itself a most heavy charge upon shipping.

"If each British ship which entered American harbors had to pay to the local authorities a tax, equal in amount to that which most of them lose through the desertions of their crews and the exactions of the crimps for services so wholly unnecessary as those forced upon the ship-owner by the crimp, it would be considered an outrageous imposition upon the subjects of a friendly power. What does it become then when this takes the shape of an exactation much like that which was imposed by the robber barons of the Rhine upon traders passing through their territory? The local authorities are powerless to suppress this villainous system. They can protect neither sailor nor ship-owner in this case. There are practically no laws to govern the matter. The crimp, fully aware of this fact, has not even the merit of boldness, for he has no fear of punishment before his eyes. But while the port authorities can do nothing directly, yet the matter is one demanding serious consideration on their part as it indirectly affects the question of freight and port charges. It increases the

latter and by so doing and by the vexatious delays entailed, places the port in the category of expensive ports for foreign ships. The idea that as long as one possesses goods the most customers will flock to him does not always hold true. Certain advantages must also be offered. And the successful merchant must, in these times, offer the advantages and not make the cost of taking the goods away more than offset any advantage in quantity, quality or price. The questions of the desertions mentioned above and the crimp system produced by it, belong to the government of this country and England to settle. They affect the trade of both countries to a greater extent than is generally supposed. And the evil thus created has reached such proportions that those governments should not permit it to live. But that they will take no action in the case unless strongly urged to do so has long been evident, and it is therefore necessary to place the subject before them in the proper light. This becomes the duty, not only of the representatives of shipping in this country and in England, but also of the commercial bodies of the ports against which the most complaints are made, and this duty must be performed if we are to see this cause of complaint entirely removed."

OUR SHORTCOMINGS.

Under the above title, a recent number of *Word on the Waters*, published by the London, Eng., "Missions To Seamen," discourses with aptness, on the disparity between the gifts for and the needs of work for sailors in the United Kingdom. The experience is so similar to that of other seamen's societies, and the situation so akin to that in other countries that we apprehend its forcible exhibition of facts may not be without good impression among the readers of the SAILORS' MAGAZINE.

"The review of the efforts of The Missions to Seamen made at its Annual Meeting, cheers us onward. The largest increase of income in any year—viz., £1,943—had been received in 1881. But, after all, the whole income for 1881 was only £18,881 7s 11d; a paltry sum for the greatest maritime nation in the world to provide for religious ministrations for its commercial marine, its Royal Navy, its fishing population, its canal men, and its emigrants, besides the foreigners who throng our waters. We are quite aware that this is not all that is done by the Church of England for the seafaring classes. But we believe that £5,000 would cover the combined annual incomes of all the other societies for church work afloat.

"The income of The Missions to Seamen is not a shilling a head for the seafaring classes, not ten shillings a piece for the registered ships of the British Empire. How then can we wonder that there are thousands of ships never visited by a clergyman from year's end to year's end; tens of thousands of men who have never heard on board their vessels the voice of prayer and praise. Many captains and officers grow up from boyhood to their responsible positions without a notion of their religious obligations to God and to their crews. Many ship-owners, and worse still shipping companies, have no regard for the souls of the men in their employments. Mr. C. H. Wilson, M. P. for Hull, an extensive ship-owner himself, strongly condemns this lack of sympathy towards seamen on the part of their employers. The ever increasing Sunday work, especially when in foreign harbors, debars

the men from all devout observance of the Lord's Day; with the sure absence in such ships of week day prayer also.

"The British flag floats in every considerable foreign port in the world. The crews when there generally reside on board their vessels. Most welcome to them in a distant clime is the kindly message of a man of God, telling them of the home on earth they love, and of the home above made ready for them. A word from Christ is then listened to with attention not always possible under all the excitements of a home port. What a pity that such glorious opportunities of ministering to British seamen in foreign and colonial ports cannot be utilized. Unhappily, it is by no means easy to get pecuniary support for spiritual provision made for British seamen on distant shores. The Missions to Seamen has for some eleven years spent upward of £100 a year on personal agency for British and American crews on the Tagus, but it has never received one penny in return towards this object from the firms trading to Lisbon, or from anybody else connected with or interested in seamen at Lisbon. For some fifteen years the Missions to Seamen has been expending about £135 per year for mission agency for British shipping at Malta; but little or no pecuniary return has been received from that island, or from any one trading with it. A lady in England interested in Malta has, however, nobly raised year by year £70 towards the Malta expenditure, a sum lately reduced from untoward causes to £30 a year. The Missions to Seamen has appointed an experienced Scripture Reader for the 1,481 British ships manned by 39,904 men which entered Havre

last year, at an estimated annual expenditure of some £120 a year. A lady, in no way connected with that place, raises £30 a year towards this expenditure, but very little pecuniary help comes from people connected with Havre. We received no pecuniary help specially for or from Dunquerque for our work amongst its 1,252 British ships and 17,611 seamen last year; nor for the maintenance of our agencies at Bilbao, Singapore, or Japan.

"Last year it was hoped that a Reader would be appointed for the British shipping at Marseilles, and all the English firms trading to that place were communicated with, but with no response; and there was no lady interested in Marseilles to take the matter up. Yet there are tens of thousands of British seamen entering Marseilles annually.

"An appeal comes from the Civil Chaplain at Gibraltar for a Reader for the shipping; but with no offer of pecuniary help from the people of Gibraltar, or from the merchants whose vessels would be benefited, and no suggestion as to a lady interested in Gibraltar who might raise special funds in England for the shipping there. Yet there were 4,038 British mercantile vessels, manned by 95,535 men, which called at Gibraltar in 1881, besides 2,416 foreign ships manned by 34,035 men; and for these there was not a clergyman or other missionary to minister to their crews.

"These are but samples of the great need for help for British seamen in foreign ports, and of the great difficulty of getting any pecuniary support for this special part of our duty to convey the word on the waters to the seafaring classes.

"At home, the scanty support for spiritual work amongst the shipping and barges, renders it impossible to do much more than touch the fringe of the work. The twelve principal roadsteads are well equipped with steam launches or sailing yachts, manned by efficient clergymen and good crews. But the worshipping facilities and the clerical agency in the harbors is generally most inadequate. We hope that a Seamen's Institute, Church, and Chaplain's house combined is in a fair way of being supplied at South Shields, though £3,000 are still required to complete the triple edifice. The same sort of triple building is urgently needed at Hull, and at Newport, where faithful chaplains are ardently laboring under great difficulties in the absence of proper buildings. At Sunderland, the Hartlepools, and the Tees, chaplains are greatly needed in addition to the present staff, and then buildings like that being raised at South Shields will be needed at those ports also. The arrangement for seamen at Southampton can only be regarded as temporary, until means be forthcoming to meet more fully the needs of such an important port. The chaplains at several other home ports greatly need the assistance of additional Scripture Readers.

"Many of the smaller ports around our shores are as yet untouched by The Missions to Seamen. They are often too poor to contribute much to the support of Scripture Readers, and the richer neighborhoods around do not always aid so largely as is necessary where Readers alone are appointed. For example, we expend upon the work afloat at Great Yarmouth more than £150 a year on Reader and boatmen, but after twenty-

five years' aid to that considerable port, we received about as many shillings from it last year, and never in any year received more than £36. So of several other home ports at which Readers are alone employed, Ryde and Portsmouth amongst the number, the local support is small as compared with the expenditure. Some of these ports say, and not without reason, that the people ministered to on board ship are strangers, who do not belong to those seaports, and that, with poor and populous parishes to provide for on shore, they have more than enough to do for the residents, without undertaking to care for the shipping of other ports and of other nations. They, therefore, expect, and not unreasonably, The Missions to Seamen to canvass the neighboring counties, so as to afford inland towns the opportunity of aiding the Lord's work on the waters.

"Our shortcomings are, it will be seen, still very great, ere we can

be said to provide religious ministration for the seafaring classes of this great maritime empire at home and abroad. Double the income of The Missions to Seamen could be usefully spent in the present year, in ministering to shipping and barges now never visited by a clergyman. How can the reader help this great, this national work? All can pray, many can give more liberally of their means, of their labors, and of their influence. Ask your clergyman to speak about the spiritual destitution of souls at sea, from his pulpit. Speak to your neighbors and friends, and you will find many only wanting to be asked, and quite willing to do what they can for the advancement of the Redeemer's kingdom on board ship, and for the spread of the Word on the waters. Four hundred and fifty-six Honorary Secretaries are doing this to such good purpose as to have raised £18,881 last year. Go you, dear reader, and do likewise."

NEW SEA-WALL OF SAN FRANCISCO.

One of the most important public works undertaken at any time by the State of California is that of remodelling the water front of San Francisco. This is being accomplished by the construction of a broad embankment of earth and riprap parallel with the tidal current sweeping the northern and eastern shores of the peninsula on which the city stands. This embankment is popularly called the "New Sea-Wall." Its object is to increase dockage for shipping—a measure made necessary by the rapid growth of the commerce of the port; to adapt the water front to the scouring

action of the tidal current, and thus lessen the cost of dredging, which now forms a large item in harbor expenses; and to correct irregularities in the arrangement of wharves.

The history of this sea-wall dates as far back as 1866, when engineers were invited by advertisement to submit to the Board of Harbor Commissioners plans for its construction. The plans submitted by Engineers W. J. LEWIS and GEORGE F. ALLARDT were accepted by the Board and approved by its engineer, T. J. ARNOLD. In 1876 the sea-wall line was established after about eighteen months'

investigation and discussion of the subject, by a commission consisting of the Governor of the State, the Mayor of San Francisco, Rear-Admiral JOHN RODGERS (then commandant of Mare Island Navy-yard), Lieutenant-Colonel MENDEL (United States Engineers), Professor GEORGE DAVIDSON (United States Coast and Geodetic Survey), the three Harbor Commissioners, and T. J. ARNOLD (since deceased), Engineer of the Harbor Commission. This sea-wall line extends in a serpentine course from the Presidio Military Reservation on the north to the San Mateo County line on the south—a total distance of thirteen miles. On the 15th of March, 1878, an act of the Legislature directing the Harbor Commissioners to construct the sea-wall in accordance with the adopted plans of LEWIS and ALLARDT, which had been amended in the mean time by Engineer ARNOLD so as to embrace a water-front thoroughfare, went into effect. On September 13th of the same year work was begun, under the management of the Harbor Commission, on the northern water-front of the city, in the vicinity of North Point. Since that time four sections, aggregating 4,651 feet, have been finished.

This part of the New Sea-Wall forms a crescent around North Point, its extreme western end resting on an old historic structure called Meiggs Wharf, which was built by the late Peruvian railroad king, HARRY MEIGGS, before his flight to South America as a fugitive from justice. This structure was originally devoted to the discharging of vessels engaged in the northern coast lumber trade, but for years it has been used solely as a marine reporters' station and a crab fishery.

The New Sea-Wall is constructed very solidly of earth and riprap, the latter forming the bay slope. The sand for this purpose is obtained from the dunes adjacent to Point San José (or Black Point) Military Reservation, and the rock is quarried from the outer flanks of Telegraph Hill, a sugar-loaf elevation—one of the highest in the city,—over-looking North Point. The summit of Telegraph Hill was in early days used as the site of a marine telegraph station, signaling to the city below the incoming of deep-water vessels through the Golden Gate, of which it commands a splendid view. The marine telegraph station is now at Point Lobos, the south head of the Golden Gate, and the summit of Telegraph Hill has been laid out as a public square, named Pioneer Park. The rock quarries of the New Sea Wall have deeply furrowed the side of the hill, and their upper galleries reach nearly to its top.

The magnitude of the New Sea-Wall may be better appreciated from its dimensions. Its breadth at the base is about 250 feet; at the top, 150 feet, and in depth it averages, from city base, about 60 feet. These measurements represent only the solid earth and riprap embankment. There is in addition on the bay side a wooden wharf structure, running parallel with and facing the wall, which has a breadth of 50 feet on top, making the total breadth of the sea-wall on top 200 feet. The construction of the four sections of the wall now finished has taken 1,901,634 cubic yards of sand and rock, and 3,436 piles, and 2,448,-038 feet of lumber have been used in the construction of the wharf and sheds. The total cost to date amounts to \$860,921.65, or \$188.75

per lineal foot of sea-wall built. The cost has been defrayed from the revenues of the port.

Before the construction of the New Sea-Wall was begun, vessels discharging wheat suffered great inconvenience for the want of suitable places to store grain pending its transfer to a foreign-bound ship. The Board of Harbor Commissioners consequently assigned the four sections built for that special purpose. On two of these sections an enormous shed, suitable for the storage of sacked grain, has been erected. This shed is 2,000 feet long and 100 feet wide. It is intended to add about 700 feet more to its length. An uncovered space lies in front of the shed for the accommodation of cranes, donkey-engines, and other machinery used in the loading and discharging of vessels. Alongside the rear is the water-front thoroughfare, eighty feet across, and well macadamized.

These four sections have added to the dockage capacity of the port room for twenty ships of 1,500 tons register and upward.

In some places the New Sea-Wall will intersect the present irregular system of wharves and docks. With the exception of that part surrendered to the great wheat sheds, its broad top will form a noble thoroughfare, two hundred feet across and thirteen miles in length. Toward the southern end the sea-wall will inclose four great wet-docks for the accommodation of shipping, to be known respectively as China, Central, India and South basins. The smallest of these basins will cover an area of nearly forty acres. When this great public work will be finished, none can tell. Nor is it possible to estimate the total cost. If it does not exceed the present rate, it will reach the enormous sum of about \$13,000,-000.—*Harper's Weekly.*

From The Suffield (Eng.) Telegraph.

PLIMSOLL MARK MOCKERY.

HOW STEAMERS ARE OVERLOADED.

The sailor is politically of small account, therefore he suffers. His life even is not insured, therefore he has not so much as an underwriter to look after him. He is decoyed into risking himself in sailing vessels which were not built to be sailed—old iron steamers, originally narrow, cut in two and lengthened, and provisioned with the ancient “junk” of Malta and Gibralter. He is sent out from Cardiff into the Bay of Biscay in vessels so sunk in the water with excessive weight as to look each like a thin black line upon the sea. Shipowners who insure freights as well as vessels 10 per cent.

in excess of value, and who build chapels by the half dozen, while loosing ships by the dozen, rise faster in the world the faster he drowns. Captains who desert the vessels which their own vessels have accidentally struck, and who thus deliberately drown a whole ship’s crew to escape damages, are not looked after by the State, and owners who systematically load their vessels so shamefully that they would not ship a favorite dog on board of them are members of Parliament. The mark ironically called “the Plimsoll mark”—the one which mocks rather than meets the wishes of Mr. Plimsoll,—

is moved up or is moved down at the owner's convenience, and the mockers say merrily that they can, if they choose, paint it "on the funnel." This indifference to the sailor's fate appears to have ascended to the Bench, where the legal mind seems to have a reverence for property out of proportion to its respect for persons. In one case a crew strikes against over-loading. They are sent to jail, and are only released when an indignant gentleman brings out in Parliament the fact that, by preferring a safe prison to a sinking one, they saved their lives—and left other poor fellows to go out and go down with the doomed vessel. Another crew strikes from the same cause. The men who take their places perish with the ship the same night. Mr. Plimsoll makes a passing allusion to the matter, and is instantly threatened with an action. On a steamer loading at a Northern port the mate asks,—“Are you going to sink her in the dock?” The man of whom the ship's officer asks this question meets it by saying that he is obeying orders, but before the vessel leaves he significantly inquires if the “ship's boats” are in order! That vessel is abandoned in a moderate swell, and all her crew are taken off in the small boat of a fishing smack. A passing mention of this matter involves Mr. Plimsoll not only in action, but in a snub from the Bench. Or, take another instance. A handsome, intelligent young captain in the merchant marine—whose diary kept on board the *Alabama* is now appearing in our weekly supplement—is appointed to the command of a huge cargo steamer. This vessel has her Plimsoll mark moved up nearer to the deck by her owner's orders. She

loads at Cardiff so deeply that her young captain contemplates her immediate future with dismay, and writes to his wife at Hull in terms which reveal to her that he divines his early doom. The vast steamer leaves Cardiff, and soon adds her bones to those of the street-lengths of steamers which lie with their dead at the bottom of the Bay of Biscay. An action is brought against the owner, and lo! the Court is indignant that the gentleman should be put to the trouble of defending himself. Or, take one case more. A passenger steamer carrying cargo is laden so heavily at the wharf that the laborers on the wharf comment on her condition, the sailors going with her as passengers, with their wives, take their wives to the railway station, and send them, for safety, by rail, and a personal friend of the captain's buys him a bundle of signaling rockets as a present. The steamer is watched through telescopes by the Coast-gard to see if she can possibly live to cross the bar. She crosses the bar, but founders after dark, with all on board. These are but typical cases. The overloading goes on nearly as vilely as ever. All the public hear of it is that one day this and another day that steamer is “overdue,” and that a list of overdue steamers is posted as “missing.” How little do they realize in their mind the horrors of those successive burials of the living—burials of twenty, thirty, forty, fifty men at once—which are covered by the simple word “missing.” Honest and brave men die unheeded, while robbery, the most unblushing, is rewarded by act of Parliament. In Ireland the murderer and torturer are safe; in our seaports decent, married men are ordered to sea in craft so

mercilessly overladen that they swamp a jolly boat; but for them sink in a swell which would not there is no protection.

"HE CARETH."

What can it mean? Is it aught to Him
That the nights are long and the days are dim?
Can He be touched by the griefs I bear,
Which sadden the heart and whiten the hair?
About His throne are eternal calms,
And strong, glad music of happy psalms,
And bliss, unruffled by any strife—
How can He care for my little life?

And yet I *want* Him to care for me
While I live in this world where the sorrows be.
When the lights die down from the path I take,
When strength is feeble, and friends forsake,
When love and music that once did bless
Have left me to silence and loneliness,
And my life-song changes to sobbing prayers,
Then my heart cries out for a God who cares.

When shadows hang over the whole day long,
And my spirit is bowed with shame and wrong,
When I am not good, and the deeper shade
Of conscious sin makes my heart afraid,
And the busy world has too much to do
To stay in its courses to help me through,
And I long for a Savior—can it be
That the God of the universe cares for me?

Oh, wonderful story of deathless love,
Each child is dear to that Heart above,
He fights for me when I can not fight,
He comforts me in the gloom of night,
He lifts the burden, for He is strong,
He stills the sigh, and awakens the song;
The sorrow that bows me down He bears,
And loves and pardons because He cares!

Let all who are sad take heart again,
We are not alone in our hours of pain;
Our Father stoops from His throne above
To soothe and quiet us with His love;
He leaves us not when the storm is high,
And we have safety, for He is nigh.
Can it be trouble which He doth share?
Oh, rest in peace, for the Lord will care!

The Monotonous Sea.

Alike from end to end, from horizon to horizon, with no break in its absolute horizontal flatness, no mountain or valley or depression to mar its homogeneous level, it delights one by its solemn sameness, and by the ease with which we can follow the one long boundary curve where its edge stands off sharply and distinctly from the limiting sky. It cannot be denied that if you stand quite close to it, on the shore, you may get variety in its phases of billow or calm; and that is the aspect oftenest given us by marine painters, who may be supposed to know best about the proper feeling on the subject. But then these marine painters do not really paint the sea; they paint a bit of shore, with huge rocks or Cornish lions in the foreground, and the big waves dashing themselves furiously to pieces in their endless attack upon the hostile coast. That is a fine sight, no doubt, one of the finest that man can look upon; but it is not specially distinctive of the sea in itself. It is an accident of the point where sea and land meet as enemies, not the essential and central fact of the sea's own personal existence. The grand value of the ocean as an element of scenery lies rather in this very monotony and infinity of sameness. By contrast with the land, it is delightful to look upon that vast sheet of unvaried water, ever the same throughout its limitless expanse, and without a single salient point in any direction which will enable one to divide it mentally into parts and fractions. It is a picturable, conceivable, realizable whole, beside the infinitely diversified mass of land that our bewildered brains fail entirely to grasp or imagine. Can any man pretend that he has

a fairly consistent picture in his mind—not of all England, but of the country for a single square mile around him; and, at the same time, can any man deny that he has a fairly consistent picture in his mind of the entire ocean?

This view of the question, paradoxical though it sounds, is also, we flatter ourselves, that of the greatest and truest poets. Do not the Greeks dwell ever on the contrast between the varied aspect of the land and the level monotony of the barren water? Was not that the notion in the mind of Homer when he made his Achilles sit down tearfully beside the shore of the boundless, unvintaged sea? Is it not the central idea of all the episodes in the *Odyssey*? Does it not inspire the *Atys* of Catullus as he looks across the solitary, lonely deep from the Phrygian precinct of Cybele? Nay, even in the Miltonic picture, the sea of liquid fire seems to stand out in like manner from the crags and precipices of the solid hell. There is hardly a poet who does not use the interminable, unvaried sea as a foil to the perpetual variety and diversity of the infinitely detailed land. Indeed, the difficulty rather is to account for the common saying that the sea is so changeful, when one thinks for a moment how obvious its utter and grand monotony must really be to every one. The true sublimity of the ocean is derived, not from its puny waves, mere surface agitations after all, but from its vast unbroken and unchangeable expanse. Yet somebody once ventured upon the bold paradox that the sea was ever changing, never the same; and everybody went on repeating it after him till the paradox has become a platitude, and the simple statement of the real fact now seems paradoxical in its turn.—*Pall Mall Gazette*.

The Vastness of British Shipping.

In the course of his address at the opening of the meeting of the British Association for the Advancement of Science, at Southampton, Dr. Siemens, the new President, stated that according to reports kindly furnished him by the Board of Trade and "Lloyd's Register of Shipping," the total value of the merchant shipping of the United Kingdom may be estimated at £126,000,000, of which £90,000,000 represent steamers having a net tonnage of 3,003,988 tons; and £36,000,000 sailing vessels, of 3,688,008 tons. The safety of this vast amount of shipping, he said, carrying about two-sevenths of the total imports and exports, or £500,000,000 of goods in the year, and of the more precious lives connected with it, is a question of paramount importance. It involves, he said, considerable of the most varied kind, comprising the construction of the vessel itself, and the material employed in building it; its furniture of engines, pumps, sails, tackle, compass, sextant, and sounding apparatus, the preparation of reliable charts for the guidance of the navigator, and the construction of harbors of refuge, light-houses, beacons, bells and buoys, for channel navigation. "Yet," said Dr. Siemens, "notwithstanding the combined efforts of science, inventive skill and practical experience,—the accumulation of centuries,—we are startled with statements to the effect that during last year as many as 1,007 British-owned ships were lost, of which fully two-thirds were wrecked upon our shores, representing a total value of nearly £10,000,000. Of these ships 870 were sailing vessels and 137 steamers, the loss of the latter being

in a fourth of the cases attributable to collision. The number of sailing vessels included in these returns being 19,325, and of steamers 5,505, it appears that the steamer is the safer vessel in the proportion of 4.43 to 3.46; but the steamer makes on an average three voyages for one of the sailing ship taken over the year, which reduces the relative risk of the steamer as compared with the sailing ship per voyage in the proportion of 13.29 to 3.46."

Marriages in American Ships.

There is a prevailing belief among seafaring people that the captain of any ship sailing under the Stars and Stripes may, while at sea, bind in holy matrimony any man and woman on board willing to have each other for life. It is said, too, that the performance of the marriage ceremony is one of the functions most enjoyed by a Yankee skipper. It now turns out, however, that such a so-called marriage is not legal. One Herman Voster, a German, so married on board the American brig *Star*, bound from an American port to Hong Kong, applied to the United States Consul to recognise or approve or confirm his union. The Consul wrote to the Assistant Secretary of State informing him that shipmasters believed they had the right, while at sea, to join in wedlock any couple who apply to them to do so, and asking to be informed whether such a right existed. The Assistant Secretary of State replied that there was no law of the United States authorizing the master of an American vessel to solemnize a marriage "either on board a ship or anywhere else." Had there been either in the statutes or the common Maritime Law

any authority for the practice, what facilities might not be provided for illicit marriages? The master of an American brig, sailing daily from Brighton to Bognor, would we able to restore the days of Gretna Green or of the Fleet, or to emulate the hymeneal observance of jumping over a broomstick and becoming a bride. Fortunately, there is now no fear of marriages recorded in log-books becoming an institution. The declaration of the Assistant Secretary of State ought to have the effect of putting an end to these sham sea marriages, which must not only be productive of misunderstanding, but often bring misery and shame upon one at least of the party present at the illegal ceremony.—*China Mail.*

The Story of a Steamer.

“Speaking about fast running steamers,” said Mr. Thomas Hartshorn, recently, rolling his quid into his larboard jaws and giving his Tuckapaw trousers a hitch (Mr. H. served as a cook on the ram *Queen of the West*), “I suppose you never heard of the old *Elephant*, that used to run between Cincinnati and New Orleans. She was a beauty. I suppose that when she was tied to the bank with a stern line and a tow line, she was one of the fastest boats on the river. She made one celebrated trip from New Orleans, I think in '47. Her time was made a matter of record. It was seven days, six hours and three weeks. Coming up from New Orleans once, the captain was sittin' at a table, and he noticed several big hulks of fellows servin' as cabin boys. He called the steward to him and says he, ‘Don’t you think it would look better to have boys

waitin’ on the table? I don’t like to see men fillin’ the place of cabin boys. Let ’em go, and get some young chaps.’ ‘Why, blast it, captain,’ says the steward, ‘them fellows were boys when we left New Orleans.’ The *Elephant*,” continued Mr. Hartshorn, clinging to his nautical reminiscences, “was pullin’ out from Memphis one day, on a down trip, and somehow she got mixed up with a raft of saw-logs. She broke one of the logs loose, and it floated out into the stream. The *Elephant* headed down the river and finally got alongside the log. Then commenced one of the nicest races you ever saw. There was a good stage of water; and the log boomed along right lively. For about a week they held together purty well, but the *Elephant* had to land at the mouth of White River, and the log beat her into New Orleans about twenty minutes. There was something wrong with the *Elephant’s* boilers, and she couldn’t make steam properly. That’s what the captain said. She was a nice boat to ship green fruit on.”—*American Ship.*

Following the Sea.

At the recent session of the British Association, Captain Bedford Pim made the assertion that the race of English sailors was fast dying out, and that at the present time fully 80 per cent. of the men who formed the crews of English merchant vessels were foreigners. For a number of years past this has been the experience of the American merchant marine, at least that part of it employed in foreign trade. In these vessels, if the officers are excepted, it will be found that not 10 per cent. of the crew are of American parentage.

Whether this rule holds good of the merchant vessels of other countries we have no present means of knowing. Until this assertion of Captain Pim's was made, we fancy that most persons in this country imagined that our own was the only merchant marine service in the world which was maintained chiefly by men who were not citizens of the nation whose flag they sailed under. The same causes that operated in this country seem to have exercised nearly as strong an influence in England.

SIR GARNET WOLSELEY leaves his glass untouched at dinner. For many years he has been a teetotaler; and he long ago gave the soldiers of Great Britain this very sound bit of teaching:—"The old superstition that grog is a good thing for men before, during, or after a march, has been proved by the scientific men of all nations to be a fallacy, and is only still maintained by men who *mistake the cravings arising solely from habit for the promptings of nature.*"—*Signal.*

From Chart and Compass (London, Eng.) for November, 1882.

THEN AND NOW.

"A root out of dry ground : He hath no form nor comeliness, and when we shall see Him there is no beauty that we should desire Him."

When first I heard of Jesus,
It seemed some mystic tale ;
A root of barren dryness,
No fragrance could exhale ;
But as I came to know Him,
His precious name grew sweet ;
And like a perfumed rainbow
Love arched the Mercy Seat !

At first I saw no beauty,
No captivating spell,
Felt no divine emotion,
In my cold bosom swell ;
But when through beams of glory
God shone in Jesus' face ;
All other objects tarnished
Before His matchless grace.

I read that He was wounded,
And bruised upon the tree !
Yet felt no thrilling wonder,
As though He died for me.
But since,—oh since I know it,
And saw Him bear my load ;
I cannot cease from praising,
My great Redeeming God !

O Rose of rarest odor !
O Lily white and pure !
O chiefest of ten thousand ;
Whose glory must endure :—
The more I see Thy beauty,
The more I know Thy grace,—
The more I long, unhindered,
To gaze upon Thy face !

2. Pet. i. 16.
Is. liii. 2.
John i. 11.
1 Pet. ii. 7.
Cant. i. 3.
Rev. iv. 3.
Ex. xxv. 22.

Is. liii. 2.
John v. 40.
Rom. viii. 7.
Matt. xxiv. 12.
2. Cor. iv. 6.
" "
Ps. lxxix. 9.
Rom. xi. 33.

Is. liii. 5.
Is. liii. 10.
Rev. v. 9.
Gall. ii. 20.
1. John v. 13.
1. Pet. ii. 24.
Rev. i. 6.
Ps. lxxviii. 35.

Cant. ii. 1.
" "
Cant. v. 20.
Ps. civ. 31.
Zech. ix. 17.
2 Pet. iii. 18.
1 Cor. xiii. 12.
Rev. xxii. 4.

W. C. M.

TO THE AMERICAN SEAMEN'S FRIEND SOCIETY'S
LIFE DIRECTORS AND LIFE MEMBERS.

If you desire to receive the SAILORS' MAGAZINE for 1883, please notify us to that effect, with your proper address, early in the present year.

It will be apparent, upon very little reflection, that in no other way can any benevolent society keep its record of those entitled to receive its periodicals, by specific agreement, measureably free from the names of deceased persons, or preserve correct addresses for the living, upon its mail books. We therefore long since adopted and acted upon the regulation implied in this request, in common with other kindred organizations.

In this connection we call the attention of those friends who for years past have made special contributions to our Treasury, at this season, to the abiding nature of our great work for sailors,—and ask them to make their gifts as large as practicable.

Could we constitute a hundred new Life Directors of the Society, at \$100, and five hundred new Life Members, at \$30, each,—from these donations,—the impetus of such help to the seamen of the world would be felt on every ocean, and in every seaport, to the ends of the earth.

So, if we can send abroad to seamen, a hundred new loan libraries, at \$20, each; in this month of January, 1883, from sums transmitted to us at this New Year's opening, a power for good will have been brought to them, that is immeasurable. Will you, who read this, send one? It may be a thank-offering for the past, and may go in the name of some one who is dear to you, now in the world, or in the Home on high.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At the beginning of the year we recount the location and the *personnel* of the Society's laborers in the various quarters of the globe. It is a pleasure to extend to each, as we do to all our readers, the season's good wishes, and to assure these Christian workmen that prayer is earnest and instant on their behalf with that Christian public which sustains their exertions to do good to those who "go down to the sea in ships."

Perhaps at no time in the history of effort for the highest good of seamen, has the way to their hearts been more open than now. And although special hindrances may be encountered in dealing with them, we are increasingly assured that no more satisfactory or hopeful field for evangelistic labor can be found than that which is found among them. The stretch of time that lies behind the present has been bright, for

years past, with the dawn-light that foretells a noontide when "the abundance of the sea is to be converted" to the KINGDOM OF GOD. Only let the consecrated men who are named below be diligent and patient, interpreting the future by what has already been wrought among those whom they are called to save,—their faith standing not in the wisdom of man, but in the power of God,—and their own success and reward are certain. In that belief we bid them GOD-SPEED, and print the following list of the

*CHAPLAINS, MISSIONARIES AND HELPERS AIDED WHOLLY OR
IN PART BY THE AMERICAN SEAMEN'S FRIEND*

SOCIETY, JANUARY 1st, 1883.

IN THE UNITED STATES.

Seaport.	Chaplain, Missionary or Helper.	Mission established or first aided in
New York City and Brooklyn, N. Y.	Mr. C. A. BORELLA " DeWITT C. SLATER " J. MCLELLAN Rev. E. O. BATES	1828
Jersey City, N. J.	BOATMAN'S CHRISTIAN ASS'N. BRADFORD CHRISTIAN UNION	1880
Norfolk, Va.	Rev. J. B. MERRITT	1859
Wilmington, N. C.	Rev. J. W. CRAIG	1865
Charleston, S. C.	Rev. L. H. SHUCK	1865
Savannah, Ga.	Rev. RICHARD WEBB	1859
Pensacola, Fla.	Rev. J. S. PARK	1869
New Orleans, La.	Rev. L. H. PEASE	1880
Galveston, Texas.	Rev. H. P. YOUNG	1858
Portland, Oregon	Rev. R. S. STUBBS Mr. J. WILKINSON	1879
Astoria	Mr. J. McCORMAC	1882

ON NORTH AMERICAN CONTINENT.

Bonne Esperance Harbor, Labrador Coast.	Mr. A. W. GERRIE Miss WARRINER Miss WILKES	1860
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IN FOREIGN COUNTRIES.

Scandinavia.

Christiania, Norway	Mr. H. H. JOHNSON	1874
Gefle, Sweden	Mr. E. ERIKSSON	1865
Gothland, Island of, Sweden	Mr. JOHN LINDELius	1848
Helsingborg, Sweden	Rev. N. P. WAHLSTEDT	1869
Stockholm,	Mr. A. M. LJUNGBERG	1841
Copenhagen, Denmark	Rev. ANDREAS WOLLESON	1852
Odense, on Fünen, Denmark	Mr. F. L. RYMKER	1863

Continent of Europe.

Hamburg, Germany	Rev. C. F. WEIDEMANN Mr. JAMES HITCHENS	1879
Antwerp, Belgium	Rev. ARTHUR POTTS Mr. J. T. HAM	1861
Havre, France	Mr. C. J. HEPELL	1882
Marseilles, France	Rev. H. I. HUNTINGTON	1885
Genoa, Italy	Rev. DONALD MILLER Mr. J. C. JONES Sig. A. DELFINO	1870
Naples, Italy	Rev. THOMAS MURRAY Mr. STEPHEN BURROWS	1878

Atlantic and Pacific Oceans: South America.

Funchal, Madeira Islands	Mr. G. W. SMART	1882
Honolulu, H. I.	Rev. S. C. DAMON, D. D. Mr. EDWARD DUNSCOMBE	1882
Yokohama, Japan	Rev. W. T. AUSTEN	1873
Valparaiso, Chili	Rev. O. B. KRAUSER	1847

STATIONS, 30; LABORERS, 42.

We report, in brief, from some of these laborers

At Stations on the Foreign Field.

Norway.

CHRISTIANIA.

Writing Nov. 23rd, 1882, Rev. H. H. JOHNSON, missionary, states that his health is being restored day by day. He has again the use of his limbs. "We have clear evidence of God's presence among us. One of our last meetings was a specially good one. A sailor of various experience in sea life was converted and went away happy the next day." Methodist brethren have helped him in his illness by distributing tracts. A lady resident of New York, connected with the Fifth Ave. Presbyterian Church has become greatly interested in the sailor mission. More seamen were already "laid up" for the winter at C., than is usual, and more seamen are ashore than often are. Two American gentlemen have also personally aided Mr. J. in his work.

Italy.

GENOA.

We subjoin a few extracts from the recent journal of MR. JONES, the experienced and faithful sailor-missionary.

"*Thursday, Aug. 24th, 1882.* After my round of ship-visiting found six men in the Reading-Room of the Bethel. One of them jumped up and grasping my hand, said,—'I am glad to see you again. I have been happy ever since I was here in Spring. My poor old mother sends her love to you: she says she shall pray for God to bless you while she lives.'

"*Friday, Sept. 1st.*—On board the *Olympia* where I took to the chief officer, at his request, a parcel of magazines and 'Spurgeon's Sermons,' I received from the chief steward a quantity of Testaments and tracts in various languages, put on board at different times by the New York Society. In the evening visited a large Nova Scotian schooner and got a hearty welcome from the captain, distributed among his men, who were mostly Scandinavians, tracts in their different languages.

"*Thursday, Sept. 7th.*—Spent the ear-

ly part of the day in the forecastles. In the evening had a dozen men to a Bible Reading, when the captain of a Nova Scotian ship gave us a beautiful exposition of *1 Cor. iv: 4*. I was only sorry there were so few men to hear him.

"*Sunday, Sept. 17th.*—In the morning had 28 at the Bethel, in the evening 48, collected by myself in one boat and my boatman in another. Several mates and engineers came in hired boats, evidently the result of yesterday's conversations. We had a blessed meeting. I spoke from the 23rd Psalm, and before closing proposed two minutes' silent prayer and that all who wished to be specially prayed for might hold up their hands. Seven did so, and I prayed that they might be able to say 'The Lord is my shepherd.'

"*Tuesday, Sept. 19th.*—On board the *Pontiac*. Visited a captain ill with rheumatic fever. He said,—'You won't be very pleased here this time, your men have all left, as we had only three days at home last voyage. They had been with me three voyages and from the moment they first visited your Bethel I never had any trouble with them; they were the soberest lot I ever knew, thanks to your getting them to sign the pledge. And as for your tract-bag; it was well looked after. This time I have a really bad lot, do go and see what you can do with them.' In the evening had a meeting on board the Bethel, which I threw open. Forty-five were present. Several spoke, one touchingly referring to the remembrance of his mother's prayers."

NAPLES.

In July, August and September, 1882, MR. S. BURROWES, missionary, visited 496 vessels, held 30 meetings and Bethel services, and distributed 1,460 tracts and books. We cite from his diary:—

"*July 12th.*—The second officer of S. S. Tarifa spoke long to me about whether the Holy Spirit had left him. He was once an earnest Christian, but got cold.

"*July 16th.*—Held service in Salerina. One man pleaded that he had not been in a meeting for ten years, another thought every man could do what he liked, another was reading a book and a Swede

thought he could read his own Bible. Ultimately all came to the service, and God was present with his word.

"*July 22nd.*—The Bethel sprung a leak. Got divers and the leak was repaired. Evening service was held in the Bethel.

"*Aug. 13th.*—Held service in Tynemouth castle. A colored sailor played the *flutina* and continued to do this at meetings for a fortnight; he was a good man and sang well. The attendance was very good and the presence of the Master was felt. Gave lectures on the "Tabernacle" in several ships by the light of lamps on upper deck. There was a large attendance.

"*Aug. 27th.*—Bethel repaired and placed in the old moorings. Rev. Mr. FLETCHER of America conducted service.

A Sore Bereavement.

"This month I have felt very weak through exposure to the sun during the Bethel troubles. Indeed I was at the gates of death, but God spared and renewed my strength to its former state, while he was pleased to take away my oldest and promising son, who was the chief helper in the Harbor Mission. Dear Ambrose died of rheumatic fever on the 30th of September. The young men here were very much quickened, and several have volunteered to play the harmonium and to gather the sailors as he used to do. God's will be done! Capt. JONES of the *Amanda* greatly cheered me."

Madeira Islands.

FUNCHAL.

"I am establishing," writes Mr. W. G. SMART, sailor-missionary, "a Strangers' and Sailors' Rest, which is an institution much needed here, on account of the wickedness of the Portuguese guides, who take sailors and others to disreputable places. It is a difficult thing to counteract the doings of these guides, but I trust in Almighty God to help me, to give me the necessary grace and wisdom to carry on the work."

Japan.

YOKOHAMA.

Over date of 11th November, 1882, Rev. W. T. AUSTEN reports:—"We have

had fewer vessels arriving than ever before, although it is usually the slackest quarter of the year.—We were very much cheered by the arrival of the American ship *Daniel Barnes*, Captain STOVER, who together with his noble wife and the majority of the crew, are on the Lord's side. On visiting the ship, I found that meetings were being held nightly, either in the cabin or in the ship's galley, these latter being conducted by the steward, who seemed well fitted for the work. We had a very pleasant visit from the Captain and his family at our house, lasting over three days, my wife and family spending a day in return on board the ship. The Captain contributed five dollars to the Mission, and also presented me with a valuable book as a memento of his visit. I am thankful to say that we are again at work in right earnest, and are beginning to see some fruits of our labor. A good number of ships have now arrived, and more are coming. We hope to make good use of our opportunities for service. Our old friend, the U. S. ship *Monocacy*, Captain COTTON, has come back again, and we have recommenced our usual Sunday morning service on board.

"Chaplain CRAWFORD, of the U. S. ship *Richmond*, continues holding weekly meetings at the Mission in the interest of temperance. The statistics of the work for the quarter are as follows: meetings ashore and afloat, 73; attendance at shore meetings, 368; attendance or visits at reading room, 743 and 16 officers; visits to ships, 46; to hospitals, 30; to prisons, 14.

"Several libraries have been inspected and reshipped, and the hospitals, prisons and vessels visited have been well supplied with good reading."

Hawaiian Islands.

HONOLULU.

A recent note from Rev. Dr. S. C. DAMON brings an obituary notice of Mrs. DUNSCOMBE, which we print:—

"Died in Honolulu, early Sabbath morning, October 22nd, 1882, Mrs. MARY JANE, beloved wife of EDWARD B. DUNSCOMBE, for many years the keeper of the "Sailors' Home," and otherwise engaged in evangelistic labors. She was a native of Dublin, Ireland, aged 45 years, and had

been a resident of Honolulu during the last twelve years. It has been the privilege of the editor of *The Friend* to have become intimately acquainted with the deceased and to have watched and witnessed from day to day, and year to year, her untiring devotion to the one purpose of bringing sinners to accept of Jesus Christ as the Savior of sinners. Even since her death, a letter has been received from a former boarder at the Home, writing in behalf of himself and another boarder. "God seemed, through Mrs. D., to have led us both to gospel truth." She had a peculiarly kind manner of pressing home upon unconverted men, the importance of immediately accepting Christ as the "Sinner's Friend." Eternity alone will reveal the good which has thus been accomplished by this humble, modest and retiring Christian woman. She often referred to the wonderful manner in which God had led her. For many years she sought comfort in forms and ceremonies, but no real peace and rest did she experience until about ten years ago, when God was pleased to reveal his truth to her soul. We remember to have heard her say, that at one period of her life she was a communicant of the Episcopal Church in New York city, of which Dr. MUHLENBERG was Rector, author of the hymn, 'I would not live alway.'

"Without exaggeration we can say that she had acquired a most remarkable knowledge of the Old Testament Scriptures, and she saw in the Mosaic types and ceremonies a beatific foreshadowing of the coming Messiah, which was truly wonderful. The departed did not pass through life without experiencing many trials and afflictions. She suffered much from bodily sickness, but bravely faced life's trials and lived in certain hope of a blessed immortality. She had (as the writer remarked at her funeral) obtained a victory through our Lord Jesus Christ. Her experience was that of Monica, the mother of Augustine:—

"The soul's dark cottage, battered and decayed,
Lets in new light, through chinks which time
has made."

Loan Library Work.

The following letters, received since our last publication under the above heading, attest the continuance of good done by the books we are constantly furnishing to seamen:—

WELL USED AT AND FROM A LIFE SAVING STATION.

"TRURO, Mass., June 12th, 1882.

"I have forwarded to your address, today, expressage paid, Loan Library No. 3,966, put into my charge for use at U. S. L. S. S. No. 9, five years ago, with instructions to place it on some vessel when not in use at the Station. Since it came into my hands, the books have been read and re-read at the Station, and have been three summer voyages at sea. The books have been very thankfully received wherever placed, and there can be no doubt that they have done much good to many of their readers. They have been well cared for while on shipboard and would have been returned in order, had they not been wet by the shipping of a heavy sea while on a voyage at sea. I think this was the first library placed at the disposal of the U. S. L. S. Service, sent to this Station by you, and from this act, small in itself, has sprung the noble work of fitting out all the stations with books. We have one of the 'Libbey' libraries at this station. It has proved a great blessing to us and we cannot express the thanks we feel for it.

"Hoping God will bless your good work, and thanking you again for myself and crew, I remain,

Sincerely yours,

NELSON WESTON,
Keeper U. S. L. S. S. No. 9, Dist. No. 2."

THEIR INFLUENCE GREAT—NOT LIMITED TO THIS LIFE.

"NEW YORK, June 24th, 1882.

"*American Seamen's Friend Society* :—

"For several years we have had your libraries on board, and I think they have been of great benefit to all on board.

"The influence of books is acknowledged by every one to be great, and it is especially so upon sailors at sea, away from home surroundings. When they are supplied with good books, such as these, the influence cannot help being for good,

and the benefits can never probably be realized in this life.

Yours, respectfully,
WELCOME GILKEY,
Master bark C. B. Hazeltine."

OF GREAT SERVICE.

"PHILADELPHIA, July 2nd, 1882.

"*American Seaman's Friend Society* :—

"The library which you put on board the bark *Grey Eagle*, last February, has been of great service to us. The books have been much read by the ship's company. I will keep it another voyage to Rio de Janeiro. I don't recall the number of the library, but it is from a Sabbath School, and it is a very good selection of books.

E. H. TOBEY, *Master.*"

LONG TERM OF SERVICE BY AN OLD LIBRARY.

"*American Seamen's Friend Society* :—

"Loan Library No. 2,338 has been on board of this vessel as long as I have been in her, nearly two years,—having made several voyages to the West Indies and other ports. The books have been sought after and read by different crews, and I trust they have been the means of doing much good. As for my own part, I always appreciate good reading, and feel it my duty to express my thankfulness to the Society for the loan of these fine books. Hoping the Lord may prosper you in your good work, I remain,

Sincerely yours,

OSCAR RUNDMAN,
First Mate bark G. A. Brown."

THE BOOKS' LONG JOURNEYING—THANKS THEREFOR.

"NEW YORK, July 21st, 1882.

"*American Seamen's Friend Society* :—

"Please accept my thanks in behalf of the donors of Library No. 7,145, put on board my vessel, the bark *B. J. Watson*, by you.

"During my last voyage from New York to Japan, San Francisco, Havre and back to New York, the books have afforded to myself and crew much profitable and pleasant reading.

Yours, truly,
GEO. C. HAWKINS, *Master.*"

A HANDSOME DONATION—FULLY APPRECIATIVE.

"TACOMA, W. T., July 25th, 1882.

"*American Seamen's Friend Society* :—

"Enclosed please find a post office order for twenty-five dollars, from the officers and crew of the bark *Jonathan Bourne*, as a slight testimonial for the good work that the Society is doing among seamen, and for the excellent library No. 6,242. The books have been read with pleasure, and I trust with profit, by nearly every person on board.

Yours, very truly,
A. DOANE, *Master.*"

READ FORE AND AFT—HAS HELPED TOWARDS GOOD, AND AWAY FROM EVIL.

"*American Seamen's Friend Society* :—

"Loan Library No. 3,372 was put on board the brig *John McDermott* at New York, June 3rd, 1881; has been two voyages to Buenos Ayres, S. A., and then back to the United States. It has been thoroughly read fore and aft. It has afforded a great deal of pleasure and encouragement to hold on to the good and shun the evil. God bless the donor!

J. S. DAVIS, *Master.*"

FOR A MOTHER'S MEMORY.

"NEW BRUNSWICK, N. J., Aug. 7th, '82.

"*American Seamen's Friend Society* :—

"Enclosed please find check for twenty dollars for a Library to be placed on shipboard for the use of the sailors. This Library, my sisters and myself, wish to contribute in memory of our mother. She was a native of Scotland, but came to this country when six years old with her father's family. The voyage from Green-

ock to Quebec occupied several weeks in those days (1819), and during that time my mother, a bright, active child, interested the sailors as well as the officers, and was much petted by them.

"This early experience gave her a deep interest in seamen, which was increased in later years by her acquaintance with the late Rev. Dr. HARMON LOOMIS, formerly a secretary of your Society, who was also a college friend, I believe, of my father."

BOOKS EXCHANGED IN CHINA AFTER LONG USE.

"NEW YORK, August 16th, 1882.

"*American Seamen's Friend Society:*—

"The Library No. 7,240, which was placed on board the ship *Mary Whitridge* in August, 1881, contained a large amount of good reading matter and the most of the books were read by all the crew (who could read) as well as officers, during the passage of 163 days to Hong Kong. In Hong Kong it was exchanged, with the ship *Tecumseh*, which sailed for Manila and thence to New York, and I have no doubt it will do good service on that ship.

Respectfully yours,

GEORGE FREEMAN, *Master.*"

THANKS TO DONORS.

"BOSTON, Mass., Nov. 4th, 1882.

"*To the Donors of Loan Library No. 7,317:*—

"I have had this library on board the schooner *J. M. Haskell* three voyages from Boston to Baltimore, and one voyage to Norfolk, Va., and Richmond, Va. I have loaned the books to the seamen, and they have read them often, and I trust with profit. I have read them all myself, some of them twice, and my officers all unite with me in sending our thanks to you. The books have occupied many a lonely hour at sea, more especially on Sundays. In parting with them I feel almost like losing friends. I hope the library may be the means of doing much good

elsewhere. With kind wishes to the donors for their loan, and hoping for its future usefulness, I remain,

Respectfully yours,

LEVI CROWELL, *Master.*"

FAITHFULLY USED.

"NEW YORK, Nov. 10th, 1882.

"We arrived at New York, Oct. 22nd, after a voyage of twelve and one-half months from this port. We visited several ports in Java and the Philippine Islands. Loan Library No. 7,275 was put on board before leaving port and read with great interest by officers and crew. At Iloilo exchanged part of the books with ship *Leading Wind*, Captain HINKLEY, thus giving each crew the benefit of two libraries, and I trust they have been a great benefit to all on board.

Yours truly,

AUG. PERCIVAL,
Master bark Thomas A. Goddard."

BOOKS DAMAGED—GRATEFUL.

"NEW YORK, Nov. 13th, 1882.

"*American Seamen's Friend Society:*—

"Dear Friends:—Loan Library 4,672 was put on board the schooner *Hattie Baker*, about three years ago, in Boston. The books have been read with great interest by many. I was taken sick two months ago and had to leave the vessel. The captain on his passage out had a very hard gale and got some water in the cabin. This damaged some of the books, which I feel very sorry for. I join with the many readers of No. 4,672, in giving thanks to the friends and wishing God's blessing to rest on you all.

Very respectfully yours,

JOSEPH BAXTER, *Master.*"

SENT OUT WITH PRAYER, BY A CAPTAIN'S WIFE.

"PROVIDENCE, R. I., Dec. 7th, 1882.

"*American Seamen's Friend Society:*—

"I received the library all right, and

thank you very kindly for such a good one, and also for being so prompt in sending it. I hope it may be read with interest and that it may lead some poor sailor to serious thoughts of himself, and to see what a great sinner he is in the sight of a holy God. This is my prayer, daily. The other library was read by many seamen. With many thanks from my husband and myself, I ask that God may bless you in this good work among seamen.

Yours truly,
Mrs. HARDEN NICKERSON."

Advance Wages—Mr. Candler's Bill.

The friends of seamen who have sent us their names by postal card and otherwise, with the request that we append them to our petition to Congress for a law abolishing the advance wages system, have somehow been led into an error upon the subject.

There is no doubt that the practice of *paying advance* is fraught with incalculable mischief to the sailor, and is closely connected with his present demoralization, but it is not by any means clear, that such a sweeping measure as is proposed by Mr. Candler's bill would improve matters, while the chances are that its passage in the shape reported would serve to make matters even worse than now.

The bill which has been introduced by Mr. Candler not only aims to prevent the paying of advance, but also to practically repeal laws on the Statute books which Congress, at the instance of experienced ship-masters and ship-owners considerably passed to regulate the shipping and discharge of seamen.

A petition to Congress to abolish advance wages means just at this time, and under existing circumstances, a petition in behalf of Mr. Candler's bill, which in one of its sections is avowedly destructive of what many good men and tried friends

of the sailor regard with favor and would regret to see disturbed.

It is a pity that a movement to get rid of the gross iniquity of advance wages should be injudiciously coupled with a measure of doubtful expediency.

The AMERICAN SEAMEN'S FRIEND SOCIETY, as such, has no petition to Congress on the subject, as many seem to suppose.

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For The Sailors' Magazine.

Sick Bed Conversion of a Sea Captain.

A former editor of the SAILORS' MAGAZINE and LIFE BOAT sends this in love to the men of the sea, and to those who love to read about them, in the hope that it may interest and benefit both parties:—

S. B. S. B.

A recent letter from a missionary of the American Sunday School Union who has labored for many years in "The Pines" of New Jersey, gives an interesting account of his being sent for to visit a man of forty years who was very ill. He found him very anxious to know how he might be saved, and visited him repeatedly, reading to him appropriate passages of Scripture and praying with him. He had been a sailor from youth, and had raised himself to the command of a vessel. But he had been very wicked and was also very ignorant of religious truth.

The missionary instructed him as if he were a little child, and by the Spirit's aid led him to Christ to find pardon for all his sins. He knew he was on his last voyage and said he wanted to make a safe harbor, opening his heart to the missionary with sailor-like frankness. When blessed, at last, with a good hope, he said:—"The old vessel is almost gone, but the cargo is safe. *I can almost see the harbor lights.*" His last words were:—"LIGHT AHEAD."

Sailors' "Witness" for Christ.

Says the *Bethel Flag*:—“We had a conversation recently with a captain of a New York vessel, concerning his personal adventures in the West India trade, so interesting that we are tempted to commit it to paper. He told of raising the first Bethel flag in the port of Havana, on this wise. He was second mate, under a Christian captain, who came out of New York furnished with a Bethel flag. Entering the port, he received orders from the ‘old man’ to clear up between decks, for religious services on the Sabbath. While executing the order, he said it did not seem right; and the thought grew upon him, till he could stand it no longer, and he went to the captain expressing his ideas. ‘You call yourself a Christian?’ ‘Why, yes, Carr, what do you mean?’ ‘Why, it seems as tho’ a real Christian ought to confess Christ, and not to be ashamed of him. This clearing up between decks looks like being ashamed of Christ. It appears to me we had better show our colors.’ ‘Well, but if we run up the Bethel flag here we shall have trouble with the authorities. It won’t do.’ ‘Yes, it will do. You only let me run it up and I will take the risk.’ This was reluctantly agreed upon, and that beautiful Sabbath morning, the blue flag of the Christian sailor went to the main peak. When this was seen in the harbor, within half an hour a score of boats from vessels of various nations came alongside to remonstrate on account of the danger incurred, and the trouble that might grow out of violating the regulations of the port by flying that flag. But the mate persisted that the responsibility was his, and he was ready to defend it and wo to the man that should haul it down. There it flew all day, and they held open meetings in the name of Christ. The next Sabbath a good many Bethel flags were floating over the shipping which was in the port.

Sailors' Home, New York,

190 CHERRY STREET.

Report of F. Alexander, Lessee, for the month of

NOVEMBER, 1882.

Total arrivals..... 133

Deposited for safe keeping \$1,693
of which \$530 was sent to relatives and friends,
\$130 placed in Savings Bank, and \$1,033 was re-
turned to depositors.

Planets for January, 1883.

MERCURY is an evening star during the whole of this month; is in conjunction with the Moon on the forenoon of the 10th at 6h. 36m., being $6^{\circ} 59'$ south; is at its greatest brilliancy on the evening of the 18th when it sets at 6h. 27m., and south of west $16^{\circ} 26'$, is at its greatest elongation on the morning of the 22nd at 2 o’clock, being $18^{\circ} 32'$ east of the Sun; is stationary among the stars in Capricornus on the evening of the 27th at 8 o’clock.

VENUS is a morning star rising on the 1st at 4h. 44m., and south of east $22^{\circ} 49'$; is in conjunction with the Moon on the morning of the 6th at 2h. 49m., being $3^{\circ} 5'$ north; is at its greatest brilliancy on the morning of the 9th; is in conjunction with Ophichthii at 11 o’clock on the evening of the 19th, being $2^{\circ} 21'$ north.

MARS is a morning star rising on the 1st at 7h. 9m., and south of east $32^{\circ} 36'$; is in conjunction with the Moon on the 8th at 30m. before noon, being $4^{\circ} 49'$ south.

JUPITER on the evening of the 1st is due south at 10h. 54m., being $23^{\circ} 1'$ north of the equator; is in conjunction with the Moon on the evening of the 19th at 11h. 29m., being $23^{\circ} 35'$ north.

SATURN on the evening of the 1st is due south at 8h. 26m., being $15^{\circ} 27'$ north of the equator; is in conjunction with the Moon on the afternoon of the 17th at 1h. 49m., being $2^{\circ} 7'$ south; is stationary among the stars in Taurus at 6 o’clock on the morning of the 20th.

New York University.

R. H. B.

Marine Disasters, November, 1882.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month was 17, of which 6 were wrecked, 4 abandoned, 2 sunk by collision, 4 foundered, and 1 is missing. The list comprises 1 ship, 6 barks, 2 brigs and 8 schooners.

Below is the list, giving names, ports, destinations, &c. Those designated by a *w* were

wrecked, *a* abandoned, *f* foundered, *m* missing,
and *s c* sunk by collision.

SHIP.

Rochester, *a*. from Liverpool for Philadelphia.

BARKS.

Tres de Mayo, *f*, from New York for Bilboa.

Sadie, *a*. from Pedro Keys for Norfolk.

Caterina V., *w*, from East London for Pensacola.

Dronningen, *w*, from Glasgow for New York.

Garonne, *m*, from San Francisco for Queenstown.

Walker Armington, Jr., *a*, from Boston for Port Spain.

BRIGS.

Cascatelle, *f*, from Baltimore for Portland, Me.
S. V. Merrick, *w*, from Caibarien for Philadelphia.

SCHOONERS.

Mary J. Adams, *w*, from Becksville, S. C., for Bath.

Martha & Harriet, *w*, from Sydney, C. B., for Gardiner, Me.

Brooklyn, *s. c*. from Baltimore for Cambridge, Me.

Mattie B. Rulon, *a*, from Charleston for New York.

Charles Carroll, *f*, from Connecticut River for New York.

Newport, *w*, from New York for Windsor, N. S.

W. L. White, *s. c*, from Alexandria for Providence.

Jennie A. Shepherd, *f*, from Baltimore for Long Cay.

Receipts for November, 1882.

MAINE.

Bangor, Central Church..... \$ 15 00

NEW HAMPSHIRE.

Haverhill, Cong. church..... 5 00

Henniker..... 5 17

Hillsboro, Centre church..... 5 00

Hillsboro Bridge, Cong. church..... 2 00

Hinsdale, Cong. church..... 8 16

Ipswich, Children's Fair..... 4 00

Lancaster, Cong. ch. in full for lib'y..... 12 12

Pelham, Cong. church..... 27 13

VERMONT.

East Clarendon..... 7 40

St. Albans M. E. church..... 7 00

MASSACHUSETTS.

Boxboro, Cong. church..... 3 00

Clinton, C. L. Swan, for library..... 20 00

Fitchburg, Rollstone church, of wh.

\$20 for library..... 25 20

Calvinistic Cong. church and Soc'y..... 23 78

Franklin, Cong. church..... 17 00

Leominster, Cong. church..... 42 00

Marblehead, 1st Cong. church..... 30 00

Nat ck, Cong. church..... 8 00

Newbury, Cong. church..... 13 83

Newburyport, Newburyport Bethel

Society to const. Miss Fanny G.

Bray a life member..... 30 00

North Leominster, Cong. church..... 2 00

Oxford, Cong. church..... 10 00

Sandwich, Cong. church, of wh. \$20

for library..... 21 47

Somerset, Rev. J. C. Halliday..... 5 00

South Abington..... 6 50

South Framingham, Cong. church

Stoneham, Cong. ch. S. S. for library..... 60 00

Taunton, Winslow church..... 20 00

Tewksbury, Cong. church, for library..... 15 00

20 00

Westboro, Evang. church.....	\$38 48
Weymouth, received bequest of John S. Cobb, deceased, late of Weymouth, Mass., per Abigail S. Cobb, executrix.....	3,000 00

CONNECTICUT.

Glenville, Mrs. Amy Downs.....	50
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Guilford, Edwin A. Leete, for library in name of Mrs. Mary A. Leete	20 00
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New Haven, 1st church.....	53 13
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Mrs. Frances P. Gilbert, for lib's.....	40 50
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New Milford, Ladies' Mite Society.....	10 00
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Stonington, A. W. Stanton, for the "Stiles Stanton Library.".....	20 00
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Stratford, Cong. church.....	23 00
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Trumbull, Cong. church and Society.....	21 00
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Wilton, Rev. Sam'l J. M. Merwin, for library	20 00
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NEW YORK.

Brooklyn, First Ref. church.....	40 80
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First Place M. E. church, balance to const. Rev. John E. Cookman a life member.....	5 00
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Wm. H. Allen.....	2 00
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Cortland, Pres. church	25 92
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New York City, bequest of Francis P. Schools, deceased, of New York, through Fred. Baker, Peter Cumming and Horace F. Hutchinson, executors	10,000 00
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Robert Carter & Bros., books for library purposes, valued at	50 00
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Frederick Sturges, of which \$20 for a library in name of Frederick Sturges, Jr.	50 00
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W. W. Peck, of wh. \$20 for a library in memory of Mrs. Mary F. Peck, and \$30 to const. Miss Grace Peck a life member.....	50 00
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Horace Gray.....	50 00
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Wm. Rockefeller.....	50 00
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H. T. M.	50 00
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Harding, Colby & Co.	25 00
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J. Evarts Tracy.....	25 00
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Cash	25 00
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Miss C. A. Hedges	20 00
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Mrs. Ann Aitken, for a loan library in memory of John Aitken, her deceased husband	20 00
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Jno. E. Parsons.....	20 00
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Joseph H. Choate.....	15 00
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W. N. Blakeman, M. D.	10 00
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B. W. Merriam.....	10 00
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W. F. Lee.....	10 00
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J. T. Denny.....	10 00
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A. P. Man.....	10 00
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M. J. M.	10 00
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Capt. Herbert H. Brown, ship <i>Adolphus</i> , for library work	10 00
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Mrs. S. V. Hoffman.....	5 00
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Irving R. Fisher.....	5 00
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Henry M. Taber.....	5 00
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H. S. Ely.....	5 00
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Wm. C. Martin.....	5 00
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Joseph Baxter, sch. <i>Hattie Baker</i>	1 00
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Poughkeepsie, First Ref. church.....	71 63
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NEW JERSEY.	
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Newark, Clinton Ave. Ref. church S. S., balance for library	10 00
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Nova SCOTIA.	
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Wolfville, Mary E. Graves, to const. James Leland Coburn a life mem-	
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ber.....	30 00
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\$14,448 72	
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Capt. ROBERT C. ADAMS, of Montreal, Canada, by a donation of \$30 in June, 1869, was constituted a life member. His name is entered as such on our register.



"Cast thy bread upon the waters: for thou shalt find it after many days."—Ecc. II: 1.

From Harper's Young People.

Coral Reefs.

BY SARAH COOPER.

The attention of seamen and navigators has long been attracted by the number of circular islands in the warm parts of the Pacific and Indian oceans. Generally each one of these circular islands contains a lake of quiet water extending almost to its outer shores, so that the island looks like a fairy ring of land floating in the ocean, and adorned with tropical trees and plants.

Happily for the boys and girls of the present day, this subject, with other equally fascinating branches of science, has now been studied by naturalists, who give us the rich results of their labors. It seems scarcely possible that the dainty beautiful corals which we examined not long ago, in *Young People*, can have anything to do with the making of islands, but so it is. Coral reefs are vast masses of coral which have grown in warm oceans. Their formation must have been slow, yet they sometimes extend hundreds of miles. Florida and many other parts of our solid continents are known to have been formed from coral reefs.

Let us now try to picture to ourselves the beginning of one of these reefs, and

by following its growth, step by step, we may at least understand how it has been formed. There are hills and valleys on the bottom of the ocean as well as on the land. We will fancy that some young coral polyps which have been swimming about in the sea settle on the sides of one of these hills, and begin to grow and spread all around it. They will increase also by the deposit of eggs until they form a circular wall.

As the coral wall grows, the lower polyps and the inner ones die, their skeletons forming a solid foundation for all that grow above them. There may be only about an inch of living coral on the outside of the reef,

These walls rise nearly straight, and you will see that in doing so they inclose a circular basin of quiet water, and now you can understand why it is that a coral island mostly has a lake in the centre. The lakes are called lagoons.

The bottom of the wall is formed of brain-coral and other solid kinds which live only in deep water, and they die when a certain height is reached. The formation of the new island does not stop with

their death, however. The wall having now reached the proper height to suit branching corals, which require shallower water, their young polyps will settle upon it, and finish the structure. We might suppose a reef formed of branching corals would be open and unsubstantial, but in their growth the branches are thickly interlaced. The spaces between them become filled with substances floating in the ocean, and with pieces of coral which are broken from the reef by the fierce dashing of the waves. The whole forms a solid mass, stronger, perhaps, than any stone masonry. The fragments of coral suffer no serious injury by breaking, but if lodged in some favorable spot they continue to grow.

The outer edge of the wall is steep and abrupt. Soundings taken just outside show very deep water. In this portion of the wall the corals live and thrive, always supplied with clear water. The breakers dash against it with such fury that apparently the hardest rock must in time yield to the tremendous force of the waves. But, strange as it may appear, the soft jelly-like bodies of the polyps give to the reef the power of resisting the billows. The inner surface of the wall slopes gently to the land, and being washed by quiet waters often containing sand and mud, it is not favorable to the growth of polyps. Still, there are certain kinds of coral which thrive within the lagoons; some of them are exceedingly brilliant and beautiful.

The coral polyps die before they reach the surface of the ocean, as no corals can live out of water. The remainder of the island is built up by shells, pieces of broken coral, sea-weed, and other floating materials which are washed upon it, raising the wall higher and higher. The never-ceasing action of the waves grinds up these shells and broken coral, until at last they form a soil of sand and mud which is now ready to receive any seeds that may float on the water or be brought by the winds and the birds. The seeds

take root in the new soil, and young plants begin to appear on the glistening white surface. Floating cocoanuts often lodge on the shores, and cocoa-nut-trees are among the first to grow upon them. As the plants drop their leaves and decay, the soil is enriched little by little, and fitted for the home of various animals and birds, which in some mysterious manner find their way to these lonely spots far out at sea. In time our coral reef may become a beautiful tropical island fringed with waving trees and plants, and inhabited by man.

Circular islands seldom form complete rings. There is generally an opening into the lake on the side most sheltered from the wind. A safe harbor in mid-ocean is thus made, in which vessels may take shelter, but it requires an expert navigator to pass the perils at its entrance. To anchor on the outer shore would be impossible. If a lake is entirely enclosed by the coral wall, it may in time be changed to fresh water, by the rains that fall into it.

Coral reefs often extend to a depth of three hundred feet below the surface of the ocean, and formerly persons were puzzled to know how they could have grown in such deep water, as no coral polyps can live at a greater depth than twenty or thirty fathoms. This puzzling question was settled by the late Charles Darwin, who first showed that coral islands occur where there has been a gradual sinking of the bottom of the ocean. As the reef rises in height, the sinking of the foundation partly counteracts the upward growth of the coral; consequently the proper depth of water is secured, and the reef appears to be stationary, whereas it is really growing upward.

Whenever a coral reef rises above the surface of the ocean, we may know that the coral, which grew under water, has been lifted above the level of the sea by a rising of the ocean-bed.

These circular reefs are called "atolls." They are quite different from the "fring-

ing reefs," which extend along the shores of continents and islands. There are usually openings or breaks in fringing reefs directly opposite the mouths of rivers and fresh-water streams, as the corals can not endure currents which carry mud or sediment. Perhaps the grandest reef to be found in any part of the world is the one extending along the northeast coast of Australia. It is nearly one thousand miles in length, and proves to us that the helpless coral polyps have played no trifling part in the formation of our earth. All they have accomplished has been done merely by their living and growing.

Something Good in this World After All.

A boy ten years old was pulling a heavy cart loaded with pieces of boards. Tired and exhausted, he halted under a shade tree. His feet were bruised and sore; his clothes in rags; his face pinched and looking years older than it should. What must be the thoughts of such a child as he looks out upon the world and sees the fine houses, the rich dresses, the rolling carriages, the happy faces of those who have never known what it is to be poor. Does it harden the heart and make it wicked? Or does it bring a feeling of loneliness and wretchedness,—a wondering if the rich man's heaven is not so far off from the poor man's heaven that he will never catch sight of their pinched faces?

The boy lay down on the grass, and in five minutes was sound asleep. His bare feet just touched the curb-stone, and the old hat fell from his head and rolled to the walk. In the shadow of the tree his face told a story that every passer-by could read. It told of scanty food, of nights when the body shivered with cold, of a home without sunshine, of a young life confronted by mocking shadows.

Then something curious happened. A laboring man, a queer old man, with a

wood saw on his arm, crossed the street to rest beneath the same shade. He glanced at the boy and turned away, but his look was drawn again, and now he saw the picture and read the story. He, too, was poor. He, too, knew what it was to shiver and hunger. He tip-toed along until he could bend over the boy, and then he took from his pocket a piece of bread and meat, the dinner he was to eat if he found work, and laid it down beside the lad. Then he walked carefully away, looking back every moment, but hastening out of sight as if he wanted to escape thanks.

Men, women, and children had seen it all, and what a lever it was! The human heart is ever kind and generous; but sometimes there is need of a key to open it. A man walked down from the steps and left a half dollar beside the poor man's bread. A woman walked down, and left a good hat in place of the old one. A child came with a pair of shoes and a boy brought a coat and vest. Pedestrians halted and whispered and dropped dimes and quarters beside the first silver piece.

Something curious had happened! The charity of a poor old man had unlocked the hearts of a score of people. Then something strange occurred. The pinched face suddenly awoke, and sprang up as if it were a crime to sleep there. He saw the bread,—the money,—the score of people waiting around to see what he should do. He knew that he had slept, and he had realized that all these things had come to him as he had dreamed. Then what did he do? Why, he sat down and sobbed like a grieved child. They had read him a sermon greater than all the sermons of the churches. They had set his heart to swelling and jumping until it choked him. Poor, ragged, and wretched, and feeling that he was no more to the world than a stick or a stone,—he had awakened to find that the world regarded him as a human being worthy of aid and entitled to pity.

The Three Answers.

Beautiful, indeed, was the lesson which a little Sabbath-school class had been reciting,—all about the Savior's kingdom. "Boys," said the lady, looking seriously upon the little boys, "what will you do to help on the Savior's kingdom? What will you do, James?"

"I will give my half-pence to the missionaries, and they shall preach about it to the heathen," answered James, with great earnestness.

"And what will you do, George?"

George looked up and said, "I will pray for it."

"And what will you do, John?" said the teacher, addressing the youngest in her class.

He cast down his eyes and softly said, "I will give my heart to it." The teacher blessed the little boy, and breathed a silent prayer that Jesus might take the offering.

These three answers comprehend all we can do for Jesus.

Settling It.

A venerable minister, with compassionate earnestness, once preached a sermon upon eternal punishment. On the next day some thoughtless men agreed that one of their number should go to him, and, if possible, draw him into discussion. He went accordingly, and began the conversation, saying,—“I believe there is a small dispute between you and me, and I thought that I would call this morning and try to settle it.”

“Ah!” said the good man, “what is it?” “Why,” he replied, “you say that the woe of the finally impenitent will be eternal, and I do not think it will.”

“Oh, if that is all,” he answered, “there is no dispute between you and me. If you turn to Matthew xxv, 26th, you will find that the dispute is between you and the Lord Jesus Christ, and I advise you to go immediately and settle it with Him.”

Look Up!

A little boy went to sea with his father to learn to be a sailor. One day his father said to him,—“Come, my boy, you will never be a sailor if you don't learn to climb; let me see if you can get up the mast.” The boy, who was a nimble little fellow, soon scrambled up; but when he got to the top and saw at what a height he was he began to be frightened, and called out:—

“O, father, I shall fall; I am sure I shall fall—I am sure I shall fall; what am I to do?”

“Look up! look up! my boy!” said his father. “If you look down you will be giddy, but if you keep looking up to the flag at the top of the mast, you will descend safely.”

The boy followed his father's advice, and reached the bottom with ease.

Learn from this little story to look more to Jesus, and less to yourselves.

OH LITTLE TOWN OF Bethlehem,
How still we see thee lie!
Above thy deep and dreamless sleep,
The silent stars go by;
Yet in thy dark street shineth
The Everlasting Light!
The hopes and fears of all the years
Are met in thee to-night.

For Christ is born of Mary,
And gathered all above,
While mortals sleep, the angels keep
Their watch of wondering love;
O morning stars! together
Proclaim the holy birth!
And praises sing to God the King,
And peace to men on earth!

Phillips Brooks.

American Seamen's Friend Society.

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U. S. A.

AMERICAN SEAMEN'S FRIEND SOCIETY'S

REPORT OF NEW LOAN LIBRARIES

SHIPPED IN SEPTEMBER, OCTOBER AND NOVEMBER, 1882.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1st, 1882, was 7,499; and the reshipments of the same for the same period were 7,717; the total shipments aggregating 15,216. The number of volumes in these libraries was 407,582, and they were accessible, by original and reshipment, to 291,193 men. Nine hundred and thirty-five libraries, with 33,660 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 107,195 men.—One hundred and six libraries were placed in one hundred and six Stations of the United States Life Saving Service, containing 3,816 volumes, accessible to seven hundred and forty-two Keepers and surfmen.

SEPTEMBER, 1882.

During September 1882, twenty new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 7,599-7,610, inclusive, at New York; with Nos. 7,391, 7,392, 7,393, 7,394, 7,395, 7,396, 7,397, and 7,800, at Boston. Assignments of these libraries were made as follows:—

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
7391..Cong. church, Wellfleet, Mass.....	3 mast schr. L. H. Wad-	dington.....	Philadelphia.....	8
7392.. " " Central Falls, R. I.	Ship Suliote.....	Australia.....	20	
7393.. " " Rockland, Mass.....	Bark Schonekana.....	Singapore, E. I....	10	
7394.. " " Central Falls, R. I.	Brig McDermott.....	Buenos Ayres.....	10	
7395.. Salem St. Cong. ch., Worcester, Mass..	Bark Robert Porter.....	Australia.....	14	
7396.. Cong. church, Winchester, Mass.....	" Arletta.....	Africa.....	10	
7397.. " " " "	" Sarah.....	Fayal.....	11	
7599..J. W. Hamersley, New York City.....	Ship William.....	Bordeaux.....	18	
7600..Miss'y Society, Church of Strangers, New York City	" A. J. Fuller.....	San Francisco.....	30	
7601..J. W. Hamersley, New York City	Brig Motley.....	Dunedin, N. Z....	10	
7602..Mrs. C. R. Gregory, Beverly, N. J., for the <i>Gregory Memorial Library</i>	Ship Mary Whitridge....	Hong Kong.....	18	
7603..S. S. Cong. ch., Stockbridge, Mass.....	" Tsernogora.....	Japan.....	20	
7604..S. S. Beneficent Cong. ch., Providence, R. I.....	" Florence.....	San Francisco.....	25	
7605..S. S. Clinton Ave. Ref. church, Newark, N. J.....	St'r City of Augusta....	Savannah.....	56	
7606..F. Sturges, Jr., New York City.....	Brig Irene.....	Auckland, N. Z....	10	
7607..W. W. Peck, New York City.....	Bark Batavia.....	Adelaide, Australia	14	
7608..Mrs. Ann Aitken, New York City, for <i>John Aitken Memorial Library</i>	" Albert Russell....	Melbourne.....	15	
7609..A. W. Stanton, Stonington, Conn.....	" Frederick P. Litch- field.....	Sydney, N. S. W....	23	

AMERICAN SEAMEN'S FRIEND SOCIETY'S .

No of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
7610..	Edwin A. Leete, Guilford, Conn.....	Bark William Mudge....	Valparaiso, S. A....	14
7800..	David Whitecomb, Worcester, Mass.....	Ship Neil White.....	Australia.....	10

Assignments were made during the month, from new libraries previously sent out, as follows:—

7589..	Passengers on steamer <i>City of Rome</i> , from Liverpool to New York, <i>per</i> E. D.	Mirritte, Jr., Hyde Park, Mass.....	Bark Richard Parsons...	Bombay.....	25
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OCTOBER, 1882.

During October, 1882, twenty-three new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 7,611-7,627, inclusive, at New York; with Nos. 7,398, 7,399, 7,801, 7,802, 7,803, and 7,806 at Boston. Assignments of these libraries were made, in part, as follows:—

7398..	David Whitecomb, Worcester, Mass.....	Bark Sunbeam	Pacific Ocean.....	30
7399..	" " " "	" Bertha.....	Whaling.....	24
7611..	Rev. S. J. M. Merwin, Fairfield, Conn..	Ship Lucille.....	San Francisco.....	28
7612..	Mrs. F. P. Gilbert, New Haven, Conn..	" Isaac Reed.....	Japan.....	25
7801..	Cong. ch. S. S., Marlboro, Mass.....	" Independence.....	Valparaiso, S. A...	20
7802..	Joshua Hale, Newburyport, Mass	Schr. Jennie Lockwood..	Savannah.....	9
7803..	Cong. church, Wellfleet, Mass.....	" Merriam.....	Fishing.....	15
7803..	S. S., Globe Village, Mass.....	Bark Clara McGilvrey...	Cape of Good Hope	15

Assignments were made during the month, from new libraries previously sent out, as follows:—

7590..	First Cong. church, Meriden Conn.....	Bark Isaac Hall.....	Cape Town.....	12
7591..	S. S. 1st Bap. ch., New London, Conn..	Ship Eureka.....	San Francisco.....	28
7592..	Mrs. H. T. Curtis, Fairfield, Conn., for library for Marion Phelps.....	" W. R. Grace.....	San Francisco....	30
7593..	S. S. 1st Cong. church, Fairfield, Conn.	St'r Corsair.....	Coastwise.....	23
7594..	O. B. Jennings, Fairfield, Conn., for O. G. Jennings.....	Ship Young America....	Portland, Oregon..	34
7595..	Mrs. Mary S. Cook, Lenox, Mass., <i>in memoriam</i> Rev. A. M. Cowan.....	Ship Samar.....	Sydney.....	27
7596..	S. S. 1st Cong. ch., Waterbury, Conn...	" Twilight.....	Melbourne.....	23
7597..	" " " " " ...	" Snow and Burgess.	San Francisco....	30
7598..	C. E. Pierson, New York City.....	" Samuel Scofield....	Calcutta.....	22

NOVEMBER, 1882.

During November, 1882, fourteen new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 7,628, 7,629, 7,630, 7,631, 7,632, 7,638, 7,639, and 7,640, at New York; with Nos. 7,804, 7,805, and Nos. 7,807-7,810, inclusive, at Boston. Assignments of these libraries were made, in part, as follows:—

7631...S. S. Miss'y Ass'n Pres. ch., West- chester, N. Y.....	Ship Grandee	Melbourne.....	20
7632..Mrs. F. P. Gilbert, New Haven, Conn..	Seamen's Bethel, New Haven, Conn.		

QUARTERLY LOAN LIBRARY REPORT.

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
7804..	Cong. church, Sandwich, Mass.....	Schr. Henry A. Lippitt..	New Orleans.....	12
7805..	Cong. church, Tewksbury, Mass.....	Brig Essie.....	W. Indies.....	10
7807..	S. S. Cong. ch., Stoneham, Mass.....	Bark Falcon.....	Whaling	32
7808..	C. S. Swan, Clinton, Mass.....	Yacht Peerless.....	Coasting	7
7809..	Cong. ch., Lancaster, N. H.....	Bark Wild Rover.....	Cape of Good Hope	10
7810..	Rollstone Cong. ch., Fitchburg, Mass..	3 mast schr. H. Harding.	Coasting	9

During November, 1882, thirty-four loan libraries, previously sent out, were re-shipped from our Rooms at New York and Boston, as follows:—

No. 3,520, No. 4,984, No. 5,223, No. 5,867, No. 6,138, No. 6,541, No. 7,008, No. 7,275, No. 7,459,
" 3,865, " 5,150, " 5,237, " 5,990, " 6,260, " 6,637, " 7,099, " 7,317, " 7,494.
" 4,369, " 5,186, " 5,232, " 6,051, " 6,395, " 6,675, " 7,149, " 7,367,
" 4,672, " 5,200, " 5,432, " 6,077, " 6,475, " 6,997, " 7,152, " 7,405,

SUMMARY.

New Libraries Issued in Sept., 1882—20			Libraries Reshipped in Sept., 1882—38		
"	"	Oct., " —23	"	"	Oct., " —35
"	"	Nov., " —14	"	"	Nov., " —34
		—	57		—
					107

" RETURNED with many thanks to the donor," said Capt. C. REYNOLDS, master of the bark *Hovding*, dating at New York, July 13th, 1882, as he sent back to our Rooms Loan Library No. 5,862, contributed by W. LIBBEY, Jr., New York. " May the blessing of the Giver of all gifts, our Savior, rest upon the AMERICAN SEAMEN'S FRIEND SOCIETY and upon all its members for their untiring interest in seamen! Surely we labor under many great disadvantages,—therefore it is a noble Christian duty to be engaged in every possible way to promote the moral and religious instruction of our poor hard toiling sailors. I hardly know any other class of men that more need our sympathy."

" WE HAVE derived much pleasure," says R. DRIGGS, writing from the Training Ship *St. Marys* at New London, Conn., in the summer of 1882, " from the perusal of the interesting and instructive volumes you have been so kind as to lend us. Let me state in behalf of the boys that they have read them with great interest, and that they appreciate your great kindness in loaning them, and further that they think they owe a debt of gratitude to you.

" We have services every Sunday, at which the ship's company attend, the hymns being selected by the boys. We sing four or five every Sunday. Mr. PATTERSON, to whose care you consigned the books, has been instrumental in doing a great deal of good. He has officiated at religious services every Sunday, and, of course, we are under obligations to him for his kindness, but what we should have done without your books I cannot tell."

LOAN LIBRARY No. 7,317, given by Lieut. KEENE, of Chelsea, Mass., went to sea from Boston on the ship *Sea Witch*, twenty-five men, Capt. JOHN H. DREW, bound for China, in November, 1881. The captain, under date of June 22nd, 1882, at Hiogo, Japan, writes Lieut. KEENE as follows:—

" I did not know when you said to me in Boston that you would like to put a few books on board my vessel that you intended to donate one of the *Seamen's Libraries*, and when I had time to examine the one placed at our disposal, I was still ignorant of the fact that you were the donor. It is a good thing. It is the best Library we have ever had. The books have been read by all the crew and have given us great pleasure. One book, 'Tom Brown's School-Boy Days,' was particularly interesting to me. I took out the first Library ever issued by the Society, and have had one ever since."

THE AMERICAN SEAMEN'S FRIEND SOCIETY'S LOAN LIBRARIES

For seamen, contain, on an average, thirty-six volumes, always including the HOLY BIBLE,—unless it is found, upon inquiry, that the vessel upon which the library is placed, is already supplied with it. Accompanying the Bible are other carefully chosen religious books, and a choice selection of miscellaneous volumes. Each library ordinarily has two or three volumes in German, Danish, French, Spanish, or Italian;—the others are in English. The library is numbered, labelled and placed upon a sea-going vessel leaving the port of New York or Boston, as a loan to the ship's company,—every one being received, registered, and then assigned to the donor of the funds which pay for it,—who is thereupon notified of its shipment. For every contribution of TWENTY DOLLARS for that purpose, a library is sent out in the name of the donor.

For this part of its work, the Society receives funds,—very largely from Sunday-schools, but increasingly, of late years, from individuals, many libraries being sent out as Memorials. Certain schools have sent out forty, twenty, or less libraries, and are adding, yearly, to these investments. The Society sends fifty copies of the LIFE-BOAT, a four page paper, monthly, for one year, postage paid, to every Sunday-school contributing a library, with all intelligence received of the whereabouts and work of each. It also mails, quarterly, a statement in regard to every new library sent out during the previous three months, to the address of each donor of the same. In addition, as far as possible, by means of the LIFE BOAT, the SAILORS' MAGAZINE, and by correspondence,—in response to request for it,—the donor of each library is kept informed of its reshipments and effectiveness.

The ends aimed at for twenty-four years past, in making up these libraries, may be named, in the reverse order of their importance,—as (1) recreation and amusement, (2) the civilization, softening and humanizing of seamen, (3) the imparting to them of solid information, (4) their religious instruction and impression.

THEIR RESULTS.

These Loan Libraries have led hundreds of seamen to the Savior of sinners. Individual sailors, entire crews, and very many officers have been made Christians by this agency.—The faith of Christian seamen is fed and quickened by these books.—Their use by individuals, and in meetings for religious service at sea, has been instrumental in promoting the observance of the Sabbath.—They inform and elevate the sailor, mentally.—Relieving the tedium of sea-life, they take the place of indifferent and vile publications.—They change sailors' habits, discouraging profanity and obscenity, and inducing temperance and chastity.—As an issue of these results, a ship's discipline is improved by a library,—safety of life and property is increased, and voyages become, in every way, more certain and profitable.

HOW TO SEND THEM OUT.

To send out a Library, enclose twenty dollars, in check, post office money-order, or in other safe way, to order of Treasurer American Seamen's Friend Society, 80 Wall Street, New York, N. Y. Give the name and post office address of the contributor, and an assignment of a new library, with the name of the vessel upon which it is placed, destination, &c., will be made, and notice thereof sent to the donor.